

Appendix P

Public Meeting Summary

Wisconsin Avenue Corridor Transportation Study
Public Kick-off Meeting #1
October 6th and 7th, 2004

John Bullock introduced the consultant team, the Louis Berger Group, Inc (Berger) that is contracted to conduct the Wisconsin Avenue Corridor Transportation Study. Berger presented the study process, schedule, and the public participation process for the study. The following summarizes public comments received at the October 6th and 7th public meetings.

Study Area Boundaries

- Extend study boundary further east to Macomb St. and then south to Cleveland Ave.
- Extend boundary down 34th St. to Observatory Ln.
- Whitehaven St. needs to be included - heavily used as a cut through to Safeway.

Pedestrian/Bicycle Safety

- How will this study address these safety issues?
- How will the new law in DC, which does not allow any traffic in the crosswalks when there is a pedestrian present, be factored into the study?
- Most pedestrian traffic is during lunch time, will counts be taken at this time?
- Weather should be factored into how much pedestrian and cycling traffic.
- Pedestrians have a hard time crossing 37th St. at Manor Pl. because of traffic on 37th St.

Parking Issues

- The 750 foot buffer should be expanded at metro areas since people are likely to walk/park further away.
- At Van Ness St./Upton St./34th St., post office and Fannie Mae employees are parking on the street.
- Parking on Wisconsin Ave. may affect traffic in an emergency evacuation.
- Parking restrictions need to be increased to limit parking from out of town on neighborhood streets.
- Counts should be taken after 10:00 am on weekdays.
- Macomb St. is overparked with restaurant traffic at night.
- Whitehaven Pkwy. and Tunlaw and. overparked.
- According to Chris Lively, there are 1,500 on street parking spaces in Glover Park and approximately 8,000 residents.

Bus Issues

- What is the status of the proposed Jitney Bus from Georgetown to Tenley Town? Is it possible to expand the service to Friendship Heights area?
- Possibility of a dedicated bus lane on Wisconsin Ave.?

Methodology/Traffic Model

- The traffic data should be available in the draft and not just the final.
- Traffic model should factor in weather.
- Sunday counts should also be included.

- Will turn outs be recommended?
- Will a “no build” scenario be recommended if the report supports this concept?
- Air quality should be included in the study.

Development Impact Scenarios

- Please define each scenario for public.
- Zoning is flexible. Please clarify if build out is by right or PUD in each scenario.
- PUD’s should be considered in each scenario.
- Construction projects already underway or planned in the next 6 months should be included as “existing conditions.”
- Need a scenario which shows maximum buildouts with PUD’s.
- Maximum buildout with PUD’s should be the new Scenario 3 (as voted on by the meeting participants).
- Study needs to address the development impacts from buildout in Montgomery County, Maryland.
- Growth of American University and Homeland Security should be factored into impacts.
- It was suggested at the second meeting that there should be a scenario that was just “by right” and another that would be both “by right and PUD’s”
- Development of the UWACS study should be another scenario.
- Growth of local schools should be factored into scenarios.

Truck Traffic

- Truck size and number of trips should be limited on Wisconsin Ave.
- Large trucks are “side swiping” parked cars.

Signals

- Investigate more places to put in left turn signals. Inability to turn left causes excessive backups on Wisconsin Ave.
- Turning left from Wisconsin Ave. onto Post Office Place is very difficult.
- A signal needs to be placed at the Tenley Fire House that can be controlled by the station. Has DDOT already studied the signal for the fire house?
- At River Rd. between Garrison and Harrison Sts. - there are long delays as people sit through three or four light changes, side parking also contributes to back up.
- At Wisconsin Ave./Garfield St. - the traffic light on Garfield St.. needs to be longer than 12 seconds during AM rush.
- Tunlaw St./Calvert St. intersection needs to be studied.
- Traffic lights at Calvert St./37th St./Wisconsin Ave. is not timed properly.

Accident Data

- Where does the accident data come from?
- Police often don’t take reports on minor traffic accidents (eg. Sideswipes), therefore it is difficult to get a complete picture.
- A poll of the ANC’s might provide more anecdotal information on unreported accidents.
- A record of the “radio runs” might also provide more information on accident data.
- Cleveland Ave./34th St. has many sideswipe accidents that are unreported.
- 37th St. has lots of sideswap accidents.

Visual Aesthetics

- At Wisconsin Ave. and Van Ness St., the American University awning at the theater is a visual distraction.
- Clarify what is meant by “Visual Aesthetics.”

Additional Intersections Suggested to be Examined

- On Van Ness St. between Nebraska Ave. and Wisconsin Ave., all the intersections are dangerous.
- Add 34th St./Cleveland Ave. to study.
- Add 34th St./Garfield St. to study.
- Western Ave./ River Rd, are often discussed but never get included in any studies.
- 46th St. /River Rd. has excessive back ups.
- 45th St./ Fessenden St./ River Rd. needs to be studied.
- 46th St./ Garrison St. /Western Ave./River Rd. all interact together and have excessive back ups.
- Grant St./ 39th St. has many unreported accidents.
- Fort Dr. /40th St./ Albemarle Rd. needs to be redesigned.
- 42nd St./Albemarle Rd. has school drop off traffic.
- 41st St./Brandywine Rd. needs updated data collection.
- Major back of traffic coming out of Navy Yard and making left turns.
- 37th St./ Tunlaw Rd. is a very difficult intersection.
- Divide 37th St. at Calvert St. for straight and left turn lanes going south.

Friendship Heights Study

- What is the status and timeline of the addendum?
- How many recommendations have been implemented from the FH Study?
- What is the process to request implementation of a recommendation?
- ANC’s would like to be involved in the writing of the workscope for the addendum.

Upper Wisconsin Avenue Study

- Study recommends closing the following three areas: 1) Fort Dr. at Tenley Circle; 2) 39th St. at Van Ness St.; 3) Brandywine St. at 41st St. All roads should be examined in study to support closing.

Other

- Wisconsin Ave. is an emergency evacuation route in the City. How is this factored into the study?
- When there is traffic back up due to weather or accident in the region, more people use Metro. As a result, some of DC residents cannot board a train from Metrorail stations like Tenleytown and Van Ness stations.

Other Comments Received by Residents (labeled by residents during public meetings)

Intersections/ Roadways	Problems/Concerns/Issues
River Rd. from Maryland border line	Queuing
Wisconsin Ave. @ Harrison and Garrison Sts.	Queuing for turning left
Wisconsin Ave. @ Emory Pl	Large trucks
Along 46 th St. in Friendship Heights area	No residential parking zoning (need to verify)
Albemarle St. @ 43 rd St	Cut-through and school drop off
Wisconsin Ave. @ 41st St.	Review road closure proposal at 41 st St
Albemarle St. @ Wisconsin Ave.	American University bus parking
Albemarle Rd. @ Fort Dr. and at Nebraska Ave.	Pedestrian crossing and accident
Albemarle St. between Nebraska Ave. and 38 th St.	Truck traffic prohibited, commuter parking, and queuing
Fort Dr. between Tenley Circle and Albemarle St.	Employ parking and AU and Metro bus
39 th St @ Alton Pl	Commuter and employee parking
Wisconsin Ave. @ Warren St.	Traffic signal needed for Fire House
Wisconsin Ave. @ Warrant St. (just south)	Turns into Post Office
39 th St. from Van Ness St.	Cut through (northbound)
38 th St. from Van Ness St. to Windom Pl.	Cut through (both directions)
37 th St. south of Veazey St.	Cut through (southbound)
Upton St between 38 th and 37 th and 37 th St between Upton and Tilden Sts.	Employee parking
34 th St. @ Newark St. and Cleveland Ave.	Accident
34 th St. @ Lowell St.	Pedestrian crossing
National Cathedral	Parking, pedestrian crossing, Cathedral events
Upton St. between Wisconsin Ave. and 38th St.	Commuter parking
Wisconsin Ave. @ Rodman St. (school)	Expansion project and out-of town traffic/parking
37 th St. between Tilden St. to Quebec St.	Speeding
36 th St. between Ordway St. to Macomb St.	Speeding
Macomb St. between Massachusetts Ave. and 38 th St.	Parking (night), cut-through traffic
Macomb St @ Wisconsin Ave.	Double parking, and truck noise
Wisconsin Ave. @ Macomb St. (northwest building)	Redevelopment
38 th St. and alleyways between Macomb St. and Woodley St.	Night parking (after 6PM), non-resident parking, weekdays until after 12AM and weekends 2AM
Massachusetts Ave., 39 th St., and Idaho Ave. between Macomb and Massachusetts Ave. and Idaho St.	Parking
Idaho Ave. between Massachusetts Ave. and Cathedral Ave.	Parking
Cathedral Ave. between 38 th St. and Massachusetts Ave.	Night parking, insufficient number of parking
Massachusetts Ave. between 38 th St. and Klinge Pl.	School pedestrian crossing
Klinge Pl. and Massachusetts Ave. and 38 th St.	Accidents
Wisconsin Ave. in front of National Cathedral	Parking
Wisconsin Ave. @ Massachusetts Ave.	Signal
Wisconsin Ave. @ Garfield St.	Signal

Intersections/ Roadways	Problems/Concerns/Issues
Cathedral Ave. between Mass. Ave. and 39 th St.	Speeding
Building @ Garfield St. and Wisconsin Ave.	Noise
Garfield St. @ 38 th St.	Parking, Cut-through
Wisconsin Ave. @ Edmond St.	Possible development
Wisconsin Ave. @ Calvert St.	Condo under construction
Tunlaw Rd. between Davis and Benton St.	Night parking
Observatory Pl. and Huidekoper Pl. between Beecher St. and W St.	Night parking
Wisconsin Ave. @ Tunlaw Rd.	Queuing, bus/truck traffic, 37 th St. cut –through
37 th St. @ Manor St.	Accident
37 th St. between Manor Rd. and Whitehaven Pkwy.	Pedestrian fatality, night parking, queuing. Cut-through 37 th St.
Wisconsin Ave. @ Whitehaven Pkwy (cemetery and NAS building)	Possible development
34 th St. @ Cleveland Ave.	Accident

Wisconsin Avenue Corridor Transportation Study
Second Set of Public Meetings
January 19th and 27th, 2005

For each meeting, John Bullock introduced the consultant team, the Louis Berger Group, Inc (Berger). Berger began the presentation by briefly summarizing the project status. Key presentation agenda items included the summary of study findings (existing condition), potential improvement options, revised development scenarios (scenario 4) and the proposed Friendship Heights Transportation Study Addendum. The following summarizes public comments received at the January 19th and 27th public meetings.

Parking Management/Enforcement

- Better parking enforcement needed – (red light and stop sign running are neighborhood concerns); consider raising fines for illegal parking
- Collect tolls for vehicles entering DC from Maryland on Wisconsin Avenue, Connecticut Avenue, River Road, and Massachusetts Avenue.
- Do not issue new residential parking permits (for new residential developments)
- Mandate that new developments provide adequate parking for their residents and visitors
- Subdivide Ward 3 residential parking stickers around Tenleytown area; the RPP zone is far too large. Also consider subdivide for the area near the Friendship Heights Metrorail station.
- DC Mayor's Parking Taskforce Report (December 2003) provides a summary of the recommended changes to parking policies and procedures. (DDOT statement)
- An Institute of Transportation Engineers study evaluated the effectiveness of red-light cameras. The result showed it was effective.
- Can a red-light camera be installed at the Nebraska Avenue and Albemarle Street intersection? The number of accident cases at this location is underreported.
- Manage curb space, (e.g., people circling looking for parking spaces) and overlay with aggressive parking policy
- Increase parking meter rates
- Commercial parking needs compete with residential parking needs
- Study objective should focus on helping neighborhood parking problems
- Prohibit parking along Nebraska Avenue since nobody is parking due to heavy traffic volume
- Need recommendations regarding parking management along Nebraska Avenue from Tenley Circle towards Reno Road. Add signs prohibiting parking during rush hours and school days. That would allow people to park during weekends when there are activities at the sport fields. There is not consistent signage on Nebraska Avenue about this point.
- Consider and analyze the impact on emergency services in the areas with high parking utilization – more congestion and parking cars slow emergency services, possibly leading to loss of life and more accidents.
- 39th Street between Alton Street and Albemarle Street is a parking lot for commuters every weekday (before 8AM and after 7PM).

Pedestrian Safety

- Possibly remove some Wisconsin Avenue corridor pedestrian crossings due to pedestrian safety concerns. Crossings should be more visible; pedestrian actuated signals may promote safer crossings.
- Pedestrian actuation buttons increase the safety of pedestrian crossings.
- Can you eliminate some pedestrian crosswalks at unsignalized intersections? – 6 lane Wisconsin Avenue corridor is dangerous for pedestrian crossings.
- Many of the existing pedestrian push buttons (actuation signals) are not working properly.
- Please consider pedestrian count-down signals and pedestrian crossing laser beam

Traffic

- 39th Street between Wisconsin Avenue and Nebraska Avenue is considered by Maryland commuters as a high-speed through-way – dangerous for pedestrians (children and elderly); more stop signs are needed especially on 39th Street; needs to be addressed in the study (don't penalize residents by removing parking spaces to reward commuters on 39th Street.)
- Consider changing signal phasing at key intersections as a means to slow down speeders and make it safer for pedestrians. (e.g. Albemarle Road/Nebraska Avenue: longer green for Albemarle Road)
- How effectively can cut-through traffic be managed in the Glover Park area? Why improve flow?

Development Impact Scenarios

- Provide existing and proposed development square footage information to be used for the development scenario analyses to residents.
- Include Chase Tower in Maryland in Friendship Height Addendum since there were in a handful of tenants when the traffic count was taken.
- Include GEICO in Maryland in scenario analysis.
- Scenario 4 – no PUD or MOR for development between Fessenden Street and Ellicott Street (down-zoning proposed in UWACS)
- Use the existing development for sites (for applicable scenario analysis) meeting the following criteria:
 - Less than 15 years old
 - Within 80 percent of MOR
- UWACS should be used as a starting point for scenario 4. Assumptions and details lay out before running numbers – community to review
- Scenario 4 should mirror UWACS
- Do scenarios account for the effect of an increase in school enrollment (e.g., universities and K-12 schools)? Shouldn't the consultant contact school administrators (public and private) regarding future expansion or enrollment projections?
- Sidwell School at Rodman Street – proposed to increase its enrollment up to 850 students.
- Which scenarios include Freshfields PUD? – answer Scenarios 2, 3, and 4

Intersections

- Queues at the 39th Street and Albemarle Street intersection back up to 38th Street, especially around and after 6PM

- Improvements needed at Nebraska Avenue/Albemarle Street/39th Street/Grant Road intersection – very complex geometry, poor sight-distance, many unreported accident cases and danger to pedestrians and school kids (within 30 feet); 4 schools within 3 blocks and numerous pedestrians
- Left-turn bay or left-turn phase signals needed along Wisconsin Avenue corridor
- Best Buy access to River Road dangerous
- Albemarle Road and 40th Street – many accidents observed – improvement should consider implementing signal or 4-way STOP
- Study 39th Street between Yuma Street and Nebraska Avenue
- The Brandywine Street/ Nebraska Avenue intersection has a sight distance problem. It's very difficult to enter Nebraska Avenue. There are bushes on the sides as well as sharp angles. Vehicles already on Nebraska Avenue are traveling fast.
- Intersection at 39th St/ Albemarle Street – Given that it is so close to the intersection of Nebraska Avenue and Albemarle Street, vehicles coming from that intersection are surprised by the vehicles coming from 39th Street at the problem intersection and vice versa. For example, vehicles turning onto Albemarle Street EB from Nebraska Avenue NB, don't see the vehicles crossing Albemarle Street on 39th Street. Given the short distance that separates these intersections the drivers may not have enough time to react. Sight distance problem as well as signing problem. Could be addressed with signs indicating a hidden road among other solutions.
- Residents would like to implement one-way restrictions at or near the intersection of 37th Street and Tunlaw Street to prevent commuter traffic – resident petition needs to be submitted to DDOT
- The “Do Not Park” sign is missing for the 3900 block on Albemarle Street

Miscellaneous

- Temporary barrier at the intersection of Fessenden Street and River Road (Friendship Heights Transportation Study improvement) seems to be working
- What is the status with other Friendship Heights Transportation Study short-term improvement recommendations? Why shouldn't the improvement recommendation such as marking pedestrian crosswalk be a priority?
- Focus on pedestrian safety improvements
- Review, analyze then include UWACS improvement recommendations, if appropriate
 - One of the UWACS recommendation, the closure of Wisconsin Avenue/39th Street/Van Ness Street should not be implemented; shoppers need those parking spaces; consider choker to both prevent illegal movements through 39th Street and pedestrian make crossings easier and safer.
- Why shouldn't the study look at traffic conditions during the worst weather like snow?
- Consider the environmental impact of traffic problems. More vehicles mean more pollution, more noise, and more dirt.
- Enforcement of “No Trucks Over 1 ¼ Ton” needed on Albemarle Street between Nebraska Avenue and Connecticut Avenue.
- There are only four (4) on-street parking spaces on Albemarle Street between Fort Street and Nebraska Avenue. Please update.
- AU Shuttle buses and short haul Fannie Mae shuttle buses to Tenleytown Metro generate high pedestrian crossings and lead to transit access issues
- How do you balance traffic flow improvement and pedestrian crossing safety needs?
 - Possible look at flyovers?
 - 2nd level pedestrian walkways? – not easy because of high construction cost, aesthetic issue, height restriction, and ADA consideration

- All pedestrian phases?
 - Barrier in median?
- During the 2nd District Advisory meeting, speeding traffic was noted at the intersection of Wisconsin Avenue and Fulton Street. – sight-distance is a problem at this intersection
- Cut-through is a problem on 39th Street between Tunlaw Street to Massachusetts
- Insufficient time is allocated for the left-turn at Garfield Street and Wisconsin Avenue
- Sidewell School parking garage with 307 spaces – parents are using the signal at Rodman as a drop-off location
- At Wisconsin Avenue and Warren Street, an emergency signal should be installed for Tenley firehouse. Currently, firehouse officials have to physically stop traffic to allow emergency vehicles to get in and out.
- Tenley Circle reconstruction project underway (scheduled to begin construction in mid-February, 2005) – please review UWACS proposed roadway improvements and compare with the reconstruction project – should be noted in the report
- What other DDOT and DPW projects are going on which residents are not informed about?
- Lacking uniformity of “No Turn on Red,” and some signs are partially noticed – is it possible to require the sign at all approaches?
- Does WMATA have a policy for bus drivers to properly pull all the way into bus stop so that the bus is not blocking traffic?
- AU Shuttles half empty – can they be required to board other passengers based on space availability? (cannot be done due to liability issue)
- Why are there so many “Not in Service” bus in the area? Can they not take passengers, instead of driving empty?